

Montana and the Sky



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MONTANA AERONAUTICS DIVISION

November 1982

Bombers Fly Low Level Route

Air Force aircraft are now flying the low level training route in portions of Montana and Wyoming with increased frequency, according to SAC officials.

The increase in flying will continue through January 1983 while the training route is used for operational readiness inspection flights. Since these inspections are unannounced, the specific times and dates of heavy flying are unknown.

The route, which begins near Virginia City and maintains a racetrack pattern, is used by the eight-engine B-52 Stratofortresses and swing wing FB-111 fighter-bombers. The aircraft do not carry bombs or missiles on these flights—all bombing and missile launches are simulated.

The Air Force conducts low level training to assure combat readiness of the SAC bomber crews. The routes are changed periodically to provide unfamiliar targets and radar returns to crews. Populated areas are avoided as much as possible and all routes are coordinated with the FAA.

High speed, camouflaged jet aircraft may be using the route at any time, day or night, during IFR and VFR conditions. Pilots flying in the vicinity of the route are requested to operate rotating beacons and strobe lights in order to aid in their detection by other aircraft. Actual route use times are available from Flight Ser-

vice Stations within 200 miles of the route. Pilots can also refer to the latest Department of Defense Flight Information Publication for the current route structure.

CERTIFICATION REQUIREMENTS AMENDED

Flight instructors should pay particular attention to a recent FAA ruling which amends certain cross-country aeronautical experience requirements for private and commercial pilot applicants. The amendments change Parts 61 and 141 of the Federal Aviation Regulations and come as a result of recognition of a need for greater flexibility in flight training while maintaining overall flight time requirements.

Adopted amendments now require applicants for private pilot certificates to make at least one flight of at least 300 nautical miles with landings at a minimum of three points, one of which is at least 100 nautical miles from the original departure point. Also amended are the extended cross-country requirements for com-

mercial pilot applicants to require them to make one flight with landings at a minimum of three points, one of which is at least 250 nautical miles from the original departure point if the flight is conducted anywhere other than in Hawaii.

Several reasons were listed for the changes. First, safety will be maintained by reducing the minimum distances between landing points on the extended cross-country training flights. Second, instructors will be able to send students on flights which will offer as much or more exposure to the operational environment as is gained under the current rule. Third, students will not feel as pressured to complete a particular nonstop leg to meet the minimum experience requirements for a pilot certificate when prudent practice would dictate landing short of the original destination.

The new changes became effective on November 15, 1982.

— Business Aviation Weekly

REMINDER

REMEMBER — Air to air frequency has been changed to 122.75 MHz. The 122.9 MHz frequency is still used for broadcasting traffic pattern intentions or positions at airports that do **not** have control towers, flight service stations or unicom.

Administrator's Column

As I noted in this column last month, the Aeronautics Division was very concerned to discover that the BPA is installing 170-foot power line towers on the top of Boulder Pass with lines passing high above our airway beacon. After investigating the situation, we determined that the best course of action would be to file an injunction against the BPA to halt construction until some solution can be found. We have asked that the BPA relocate the towers from the top of the hill to a location lower down where they will not be a hazard to VFR airway traffic. Should that fail, we have requested that they strobe the towers and the cables and static lines and paint the catenary towers red and white. Our airway beacon would then have to be removed. At this writing, the case is in Federal Court pending further action. We will keep you informed through future issues of Montana and the Sky.

* * * *

I attended the Montana Flying Farmers Convention held in Great Falls on October 8, 9 and 10, 1982. The weather was favorable and there was a good turnout. There were many Canadian Flying Farmers in attendance. Many items of interest were discussed during the business meetings on Saturday including the Del Bonita border crossing airstrip proposal and the new 8 cent per gallon federal tax increase and the farm exemption provisions. I would like to congratulate the new queen, officers, directors and newsletter editor. (See article on page 4.) I would especially like to congratulate outgoing president Guy Willson for a very meaningful and successful convention.

* * * *

The Airport and Airway Trust Fund had a balance of just over \$4.3 billion at the end of July, according to the latest Treasury Department figures. It should be interesting to note that this balance exists after nearly two years since the ADAP bill expired, including the collection of user taxes which built the fund. A new ADAP bill was passed into law in early September which will bolster this aviation user trust fund by tripling the tax on general aviation fuel and imposing an 8% tax on airline passenger tickets. The Montana Aeronautics Board strongly opposed the funding of the FAA's operations and maintenance from this users trust fund, feeling that the money should be spent on airports and navigation aids for which it was collected. It is feared that the huge amounts of money again being collected will not be spent, thus adding to the \$4.3 billion unspent balance.

* * * *

In a letter recently sent to the Aeronautics Division, Peter Strombom, executive vice president of the EAA Ultralight Association, asked for assistance in gathering information concerning ultralight accidents. For the past three years the association has been monitoring ultralight accidents and looking for trends which will assist them in further promoting safety in ultralight flight. Later in the year they plan to release a detailed summary of trends being established. Aeronautics was supplied with forms on which to make reports of any incidents and would be happy to send them on request.



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New Faces



The friendly voice on the other end of the telephone wire when you call Aeronautics belongs to Nita Fjeseth. Nita joined the Aeronautics staff in early September and replaces Brenda Spivey as secretary for the Division.



Having joined the staff the middle of September, Martha Kurtz assumes the position of administrative assistant and editor of the newsletter. Martha is a native of Montana and has lived in Helena for sixteen years.



Now handling the film library and serving as general all-around helper wherever else she's needed is Cathy Hoyrup. Cathy is a senior at Capital High School in Helena.

"Wings" Program

Outlined

Montana issued its first set of "Wings" in the FAA's Pilot Proficiency Program in February 1980. There are an estimated 4,700 pilots in the state who have not taken part in the program.

The "Wings" program provides a mini flight course with minimum instruction times and prescribes selected maneuvers. The program is demanding and critical and provides an opportunity to re-evaluate and improve flight proficiency and knowledge. Critical evaluation and recurrent training is a vital part of maintaining proficiency and safety in flight.

The most important aspect of the "Wings" program is safety. A survey conducted by GAMA revealed that, nationwide, 11,000 pilots completed the program in 1980 and none have been involved in a fatal aircraft accident.

The program offers the following:

1) The "Wings" program can take the place of the Biennial Flight Review.

2) Some insurance companies are offering discounts to aircraft owners who complete the program.

3) The three hours dual can be used toward an additional rating and thus mean more revenue to the pilot.

4) Newly certificated private pilots can receive their wings by attending an FAA safety meeting and showing that within the preceeding 120 days they received one hour dual on takeoffs and landings, one hour dual on air work and one hour dual on simulated instruments.

5) Two accident prevention counselors will receive \$1,000 each for outstanding work done for the accident prevention program.

6) One of the participants (nationwide) will win a \$60,000 airplane plus \$250 in cash to be used toward the Pilot Proficiency Program.

7) A great deal of exposure is generated for FBO's at their facilities.

8) Most importantly the "Wings" program saves lives, aircraft and improves our image to the non-flying public.

For additional information on the "Wings" program, call or write the FSDO office in Billings at Billings International Airport.

FAA Issues Certificates

PRIVATE

Kathleen Nelson	.....	Kalispell
Michael Jurasek	.....	Missoula
William Spencer	.....	Helena
Gerald Kitto	.....	Manhattan
Lyle Sundine	.....	Fairfield
Bruce MacDonald	.....	Great Falls
Daniel Simonson	.....	Loring
Sherman Doucette	.....	Wagner
Lawrence Flom	.....	Hinsdale
Brent Anderson	.....	Whitewater
Kim Holdbrook	..	West Yellowstone
Daniel Groshart	.....	Glendive
Douglas Phair	.....	Miles City
George McWilliams	.....	Bozeman
David Waymire	.....	Billings
Brenda Spivey	.....	Helena
Scott Petterson	.....	Billings

COMMERCIAL

Thomas Melton	.....	Dillon
Alan Kull	.....	Hinsdale

INSTRUMENT

Russell Larson	.....	Kalispell (Heli)
Alan Bruter	.....	Bozeman
Thomas Melton	.....	Dillon

ATP

Robert Toomey	.....	Lolo
William Valley	.....	Great Falls
Jeffrey Moore	.....	Billings

MULTI-ENGINE

Ryan Sandvig	.....	Fort Benton
Gerhart Blain	.....	Billings
John Viviano	.....	Billings (CFI)

CORRECTION

We apologize for misspelling the name of George Witkowski II in our October newsletter. George wrote the article "Diary of an Observer" and is editor of a new magazine, *Creative Pilot*.

FLYING FARMERS ELECT OFFICERS

The Flying Farmers met October 8-10, 1982, in Great Falls for their annual convention and election of officers. Several items of interest and concern were discussed at the business meeting. Newly elected officers are: President, Ken Bogar, Opheim; Vice President, Russ Unruh, Chinook; Secretary/Treasurer, Marilyn Lewis, Helena; Queen, Carol Fachner, Wolf Point; and Newsletter Editor, Jim Lewis, Helena. Elected to the Board of Directors were: Al Flikkema, Bozeman; Floyd Johnson, Wolf Point; Ed Musselman, Lewistown; Gary Nelson, Moore; Leona Strouf, Moccasin; Sereta Taylor, Great Falls.



Rodney Blankenbaker, District Director from Colorado, installs new officers and directors, Ken Bogar, Russ Unruh, Marilyn Lewis, Jim Lewis, Leona Strouf, Sereta Taylor, Gary Nelson, Floyd Johnson and Guy Willson.



Guy Willson, 81-82 president, presides at the convention as Marilyn Lewis takes minutes.



Dorothy Langhus (pictured here with husband Sam) received special recognition for her long years as editor of the newsletter.



International Duchess Shirley Culp crowns Queen Carol Fachner.



Ken Bogar, Opheim, takes over as president for 1982-83.



Past and visiting Queens pose with new Queen Carol Fachner and her husband Jerry.

Safety Program Conducted

A flight safety program was held in Billings on Friday, October 15. Mick Wilson, accident prevention specialist (APS) with the Billings Flight Standards District Office (FSDO) of the FAA, made a presentation on the FAA "Wings" program. James "Pete" Campbell, mid-south regional representative for AOPA, spoke on various subjects pertaining to flight safety. Highlights of his presentation included Part 91 of the Federal Air Regulations and a discussion of weather phenomena critical to flight safety.

Pete Campbell started his flying career in 1941. He was a pilot during World War II and after the war became a fixed base operator in Tennessee. From 1951 to 1963 he flew with California Eastern Airways and joined the FAA in 1960. He served with the FAA at their Washington headquarters and in several regions around the United States in various staff functions. Pete has received recognition for his humorous and unique presentations on safety and the FAA regulations.

In Montana Pete first participated in the 1966 Flight Instructor Refresher Program. This program was founded by the Montana Aeronautics Commission and the Montana Aviation Trades Association in 1962. That initial clinic was held in Great Falls.



Pete Campbell (left) is greeted by Mick Wilson at the October Flight Safety Program.

Vo-Tech Receives Donation

Helena Vo-Tech students in aircraft power plant classes have been working on propellers donated by the Hartzell Propeller Company of Ohio. These represent the latest types of propellers found on turboprop and piston engine aircraft.

The Helena Vo-Tech aviation mechanics program depends extensively on the donation of training aids.



James Lang from Helena (left) and Ray Nichols, Billings.

In the photos below, members of Hal Keilman's power plant class at the Vo-Tech work with a new propeller.



Eric Allen of Denton.



Mike Reams of Libby (left) and Eric Allen.

Air Race Successful

Mother Nature was kind to the Montana pilots and allowed the 6th Annual Great Falls-to-Jackpot Air Race to take place on October 2, 1982.

Thirty-eight various types of aircraft with 155 persons aboard left Great Falls for Jackpot, all arriving safely. Everyone enjoyed the trip and the stop in Jackpot.

First place winners included: Class 1A - Ray Parks, Butte, Cessna 210;

Class 1B - John Monroe, Kevin, Comanche PA 24-260; Class 2 - J. R. Alex, Hingham, Cessna 170; Class 3 - Steve Moes, Big Sandy, Maule M 5; Antique Class - Millar Bryce, Plains, 1946 Aeronca Champ; Walt Williamson Memorial Award - George Tillitt, Forsyth.

Advance reservations are now being taken for the 7th Annual Race, scheduled for October 1, 1983. Please contact Patti Thompson, 2824 Fourth Ave. So., Great Falls, MT 59405.



George Tillitt, winner of the Walt Williamson Memorial Award, with (from left) Walt's daughter, Tracy Yurek, Mrs. Sally Williamson, and Walt's son, Tim.

CALENDAR

Dec. 4-6 — NASAO Board of Directors Meeting, Seattle.

Dec. 7-8 — Western States Search and Rescue Advisory Council, Seattle.

Dec. 15-16 — Aeronautics Board Meeting, Helena.

Jan. 26-29, 1983 — MATA Convention, Heritage Inn, Great Falls (Tentative).

Feb. 8-10, 1983 — Aircraft Mechanics Refresher Seminar, Helena.

Feb. 22-25, 1983 — International Aviation Law Seminar, St. Lucia.

Feb. 25-27, 1983 — Winter Survival Course, Helena/Lincoln.

March 12-14, 1983 — Flight Instructor Refresher Clinic, Billings (AOPA - 3 days — Sat., Sun., Mon.).

For future reference:

May 15-17, 1983 — MPA Convention, Bozeman.

July 15-17, 1983 — Fly-In at Schafer Meadows.

Winter Flying Requires Caution



By: Fred Hasskamp, Chief Safety & Education Bureau

Winter seems to be upon us again, and now is the time to look at some precautions that can be significant to the safety of flight.

Fewer hours of daylight means greater attention must be paid to flight planning. Night currency? Weather awareness? Snow covered terrain, cloudy skies, varying light conditions may mean no horizon for

VFR pilots. How are your instrument skills?

Aircraft preparation including a thorough pre-flight inspection and pre-heat are a must. Don't short cut this one because of the personal discomfort! Engine baffling, winter fronts, oil cooler covers must all be checked. Has ice and/or blowing snow caused an obstruction in the pitot tube, heater intake, carburetor intake, fuel vents? Are controls free? Wheels, wheel pants, wheel wells must be free of ice and snow. What about the exhaust system? Exhaust leaks could mean carbon monoxide in the cabin.

This is a good time to review manufacturers recommendations in the operators manual concerning engine operation. Keep the engine warm on let-downs by carrying as

much power as possible.

Winter takeoffs and landings demand more attention to possible hazards such as ice, snow, snow banks along runways and taxiways, depth of snow on runways. Wind conditions and unplowed secondary runways can be an important flight planning consideration. Cross-wind takeoffs and landings on icy runways could be exciting.

It is a good practice to carry survival gear including adequate clothing for the most inhospitable terrain you will be flying over. Even though a problem is highly unlikely, it's always prudent to be prepared.

Choose routes carefully to stay near populated areas and alternate airports. Winter, between storms, can be a beautiful time to fly with smooth air and clear skies.

MORE ON ROCK CREEK

By: Dave Kneedler, Chief, Airport/Airways Bureau

The experimental marking system we have been talking about in past issues of Montana and the Sky is now complete at Elliott Field (Rock Creek Airport) near Clinton. Those of you who have seen the system are probably asking yourselves, "What in the world does 25S painted on that funny looking structure mean?" Believe it or not, that is the airport identifier for Elliott Field which was assigned by the Federal Aviation Administration. The other numbers painted on the pyramid (airport locator) are the airport elevation of 3,450 feet MSL.

We hope you will take a moment to fill out and return to us the questionnaire included below along with any additional comments you may have. Those of you not having a particular reason to use Elliott Field might want to consider it as a spot for some proficiency touch-and-go's, etc. We need your comments.

QUESTIONNAIRE

	YES	NO
1. Does the pyramid with runway alignment markers help you locate the airport in VFR conditions?	<input type="checkbox"/>	<input type="checkbox"/>
2. Does the airport identifier (25S) and airport altitude painted on the pyramid (airport locator) provide any useful information to you?	<input type="checkbox"/>	<input type="checkbox"/>
3. Do you find the combination of pyramid, windsock, runway alignment markers, and runway direction numbers to provide adequate information for selection of proper runway for landing and circling guidance?	<input type="checkbox"/>	<input type="checkbox"/>
4. Do the runway edge markers provide adequate lateral guidance on final approach?	<input type="checkbox"/>	<input type="checkbox"/>
5. Does the POMOLA (glide slope indicator panels) provide adequate vertical glidepath guidance and obstruction clearance on final approach?	<input type="checkbox"/>	<input type="checkbox"/>
6. Do the aiming point markers and threshold markers provide proper indication for touchdown guidance?	<input type="checkbox"/>	<input type="checkbox"/>
7. Do you consider the aiming point markers useful?	<input type="checkbox"/>	<input type="checkbox"/>
8. Do the "go-around" markers perform a useful function?	<input type="checkbox"/>	<input type="checkbox"/>

REMARKS: (additional comments)

SUGGESTIONS FOR IMPROVEMENT:

Nav Aids Improvements Made



By: Jerry Burrows
Aviation Representative

A new unicom has been installed at Poplar with Dallas Aero operating on 122.8 MHz. Dallas O'Connor was kind enough to lower his office ceil-

ing for installation of the coaxial antenna cable, making the job considerably easier.

A new runway light radio controller was installed at Eureka. Key your microphone five times within five seconds on 122.8 MHz and the lights will come on for 15 minutes. The timer can be reset for a full 15 minutes at any time by rekeying the mike five times in five seconds. The rotating beacon will continue to operate from dusk to dawn. Thanks to Fred King and Jess Bolen for help with installation and checking out the NDB 'EUR' at 392 KHz.

New lightning protectors, surge protectors and major maintenance items were accomplished on the state owned NDB's last October at Glendive (GDV), 410 KHz; Plentywood (PWD), 251 KHz; and Wolf Point

(OLF), 404 KHz. We are continually updating our 24 NDB facilities as time and money allows. We hope to replace another one or two of our 30-year transmitters this coming year.

We have a new stock of runway light radio controllers. Please call if your airports are interested.



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MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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